

## THE RAILROADS.

Forty Miles Constructed in West Virginia in 1899, but

## A LARGE MILEAGE FOR 1900

In Well Assured, Many Roads Now Being in Process of Construction. A Complete List of the Hundred or More Enterprises Now Being Pushed Throughout the State of West Virginia.

Although the year 1899 added but a little more than forty miles to the railroad mileage of the state of West Virginia, the present year bids fair to beat all records of the past, with possibly the exception of 1890 and 1891, when the great Norfolk and Western system was extended through the lower end of the state to the Ohio river at Kenova. The record for 1899 in railroad construction was as follows:

West Virginia.	
Central of West Virginia—Morgantown to end of track.....	4
Chesapeake & Ohio—Greenbrier extension from Whitcomb up Greenbrier river.....	1
Chesapeake & Ohio—Greenbrier extension from Whitcomb up Greenbrier river.....	4
Glade Creek & Raleigh—Dever to Ford's mill.....	2
Holly River & Adair—Point & 5 miles beyond Holly to Hechmer.....	11.5
Jager & Southern—Jager to Crane Creek.....	4.6
Morgantown to Kinwood.....	5
Pennsylvania Company—Kenilworth to Chester.....	4
Preston—Hutton to Aurora.....	5
Total.....	44.1

The Railroad Gazette has compiled the following information, detailing the many railroad enterprises now being pushed from one end of West Virginia to the other. Paragraphs prefixed with the asterisk (\*) show roads that are now in process of construction, or for which contracts have been let:

**BALTIMORE & OHIO.**—The Federal Steel Company has let a contract to build a railroad from Smithfield, Pa., southwest about twenty-five miles to Morgantown, W. Va., to tap a large coal tract owned by the Federal Steel Company.

**Hacker's Run branch in Barbours county, W. Va., from a point on the main line two miles from Philippi, to run down the valley of Run to new coal fields. Wade Barnes & Company, Baltimore, Md., contractors.**

**Extension of the Monongahela River line from Enterprise, W. Va., northwest about fifteen miles up Bingham Creek via Wyatt to Smithfield, to connect with the new West Virginia short line now building. Maps filed in county clerk's office at Clarksburg, W. Va.**

**Sharp curves at Lineburg, W. Va., on the second division, are being replaced by tangent, eliminating about 24 degrees of curvature.**

**Cut-off in Marshall county, W. Va., to the Ohio River, and thence to Barnesville, about forty miles, to avoid heavy grades between Littleton and Moundsville. One or two short tunnels and a number of bridges across. Fish Creek. The preliminary work not yet completed, and nothing definite determined as to building.**

**BELLINGTON & BEAVER CREEK.**—New line from Bellington, W. Va., to Beaver Creek. Incorporated November 6, 1899. Contract to be let soon. The Roaring Creek & Charleston interested. A. G. Dayton, of Philippi, W. Va., is attorney.

**BELLINGTON & NORTHERN.**—New line in West Virginia, January 3, from Charleston, to run northeast about 125 miles to Morgantown, on the Baltimore & Ohio. Incorporated January 3, 1900. N. T. Arnold, Ridgway, Pa., and Floyd Teter, Bellington, W. Va., incorporators.

**BIG SANDY & CUMBERLAND.**—New line in Virginia from a point on the state line between Virginia and Kentucky, to run through the counties of Dickenson or Buchanan, and thence through Tazewell county to the Clinch river, or to a connection with the Norfolk & Western. Bill passed January, 1900, by Virginia legislature. C. W. Adams and Isaac T. Mann, incorporators.

**BUCKHANNON RIVER.**—New line from Newton, W. Va., on the West Virginia & Pittsburgh, to run southeast into Randolph county to the head of Helvets Fork to the Buchanan river. Incorporated September, 1899. D. P. Morrison, Indian Camp, and Henry Lewis, Jr., of Newton, incorporators.

**CAIRO & KANAWHA VALLEY.**—Extension from Cairo, W. Va., on the Baltimore & Ohio, northwest about twenty miles, to Williamsport, opposite Marietta. Surveyed.

**CENTRAL OF WEST VIRGINIA.**—New line from Morgantown, W. Va., via Reedsville, Gladesville, Independence and Meadowville, to Bellington. Graded for ten miles and four miles of track laid. George C. Sturgis, of Morgantown, is president.

**CENTRAL WEST VIRGINIA.**—New line from Bartlett Station, in Harrison county, W. Va., to the head of Jack's Run. Incorporated in April, 1899. Carl H. Hunter, Clarksburg, W. Va., an incorporator.

**CHARLESTON, CLENDENNIN &**

**SUTTON.**—Extension from Clay Court House, W. Va., northeast fifty miles to Sutton. Reported building.

**CHESAPEAKE VALLEY.**—New line from Point Marion, Pa., southeast 75 miles up Cheat river to Parsons, W. Va.; track laid from Rowlesburg, W. Va., to Wheeling, eight miles. Nearly all graded. J. M. Guffey, Pittsburgh, Pa., president.

**CHESAPEAKE & OHIO.**—Extension from Whitehouse, Ky., terminus of the Big Sandy branch, to run south about 25 miles to Frestonburg. Reported building.

**Extension from Gordonsville, Va., northwest about 30 miles to Elkton, on the Norfolk & Western. Negotiations reported under way.**

**Elevated structure in Richmond, Va., Shanshan, Serpell & Co., of Louisville, Ky., have the contract for masonry and A. P. Roberts Co., of Philadelphia, for iron work.**

**Greenbrier branch from Whitcomb, on the main line, to White Sulphur Springs, W. Va., to run up Greenbrier river about 35 miles, through Marlinton (35 miles) to the forks of Greenbrier river. Location made on 55 miles, and contracts let, as follows: Shanshan, Serpell & Co. and Lane Brothers, Louisville, Ky.; Douglas & Co., of Baltimore, Md.; C. D. Laughlin & Co., Richmond, Va.; and Luther Wright & Co., Richmond, Va. About 25 miles graded. Work also in progress on two terminals.**

**Extension from Prince, W. Va., southwest 14 miles across New River to Beckley, county seat of Raleigh. C. D. Langhorne & Co., Greenwood, Va., contractors. Graded several miles. Grading to be completed not later than March. Track laying will probably be completed by April 1.**

**Greenbrier & New River branch of about six miles from Hawk's Nest, W. Va., to Butcher's Branch. D. A. Langhorne, of Fayette, W. Va., contractor.**

**CLEAR FORK & POCAHONTAS COAL.**—New line from the Norfolk & Western, at Gordon Station, W. Va., at the mouth of Clear Fork creek, to run to Hooper's creek, with a branch up Jacob's Fork and down Dry Fork to the Virginia line, and in another branch down Dry Fork to Peeryville, in McDowell county. Incorporated April 11, 1899. Charles E. Ritchie, of Akron, O., an incorporator.

**COAL & IRON.**—New line from Elkins, W. Va., south about 41 miles to connect with the line now building by Chesapeake & Ohio to the forks of Greenbrier river. Contracts will probably be let in the spring of 1900. The work will be ordinary mountain, with a maximum grade of 3 per cent, and a maximum curvature of 12 degrees. Two bridges of about 200 feet each. Contracts let for two tunnels. Backed by the W. Va. Virginia Central & Pittsburgh. H. G. Davis, of 1751 Street, N. W., Washington, D. C., president, and C. H. LaTrobe, Merchants' Bank building, Baltimore, Md., consulting engineer.

**GLADE CREEK & RALEIGH.**—Extension from Ford's Mill, W. Va., to White Stick, Building by the company.

**GREENBRIER & CHEAT RIVER.**—New line from the forks of Greenbrier river north about 60 miles to Rowlesburg, W. Va., on the Baltimore & Ohio. Incorporated November 11, 1899. Joseph K. Cass, Tyrone, Pa.; D. L. Luke, Piedmont, W. Va., and C. F. Moore, Covington, W. Va., incorporators.

**GUYANDOTTE VALLEY.**—New line from Huntington, W. Va., southeast about 100 miles up the Guyandotte river to Pineville, Wyoming county. Incorporated March 1, 1899. Contracts let for section from Huntington to Laurel Hill, 30 miles, to Carpenter, Wright & Company, Barlowville, W. Va. Building. J. L. Caldwell, of Huntington, W. Va., president.

**HINTON, NEW RIVER & WEST VIRGINIA.**—New line from Petersburg, Va., north about 140 miles, via Hinton, W. Va., to Charleston, W. Va. Graded for several miles from Hinton, and surveyed along the east side of Neco River. J. T. McCreery, Hinton, president and general manager.

**HOCKING VALLEY.**—Extension from Gallipolis, O., southeast about 35 miles to Scarv, W. Va., to connect with the Chesapeake & Ohio. Another proposed route is from Gallipolis, Ohio, south about 35 miles, along the Ohio river to Huntington, W. Va. A bridge will be required across the Ohio. Surveyed, but building not determined.

**HOLLY RIVER & ADIRONDACK.**—Extension from Palmer Junction, W. Va., southeast 31 miles, via Jumbo, to Addison. Track laid for 18.5 miles to Grassy Creek, Webster county. Legislature has granted \$13,000 aid. George A. Hechner, Palmer, W. Va., general manager.

**HUNTINGTON CONNECTING.**—Formed in Huntington, W. Va., in February, 1899, to build a freight line around the suburbs, connecting the various railroads entering the city, and the principal factories. John W. Ensign, of Huntington, a director.

**JAGER & SOUTHERN.**—New line from Jager, W. Va., to the mouth of Jacob's Fork, 25 miles. Location made for 46 miles from Jager to Clear Creek. William D. Janney, Welch, W. Va., chief engineer.

**JACKSON & HUNTINGTON.**—New line from Jackson, Ohio, on the Ohio Southern, to run south about 50 miles to Huntington, W. Va., on the Chesapeake & Ohio. Incorporated October 23, 1899. General office, Jackson, Ohio. R. Townsend, Lima, Ohio, and W. H. Leete, Ironton, Ohio, incorporators.

**KANAWHA & POCAHONTAS.**—New line from Dego, Kanawha county, W. Va., on the Chesapeake & Ohio, to run south 15 miles up the valley of Paint creek to coal lands. Surveys completed for some time, and building will be carried on during the winter. Tipples will be built for the Kanawha river for river shipments. J. C. Carpenter, Clifton Forge, Va., contractor. J. V. Davies, of the engineering firm of Jacobs & Davies, 32 Nassau street, New York, chief engineer. R. C. Baldwin, Dego, W. Va., general agent.

**LAUREL FORK.**—New line in West Virginia from the mouth of Laurel Fork of Cheat river, in Tucker county, to run south to the headwaters of the creek, in Randolph county. Incorporated December, 1899. Principal office, Hendricks. James W. Bowman and H. F. Colebank, of Hendricks, incorporators.

**MABLE, MIDDLEFORK & ADDISON.**—New line in West Virginia from Mable, Randolph county, on the Roaring Creek & Charleston, to run southeast about forty miles to Addison, Webster county. Incorporated December 27, 1899. W. H. Mable, Mable, W. Va.; John G. Stephenson, Pittsburgh, Pa.; and Alex. McClure, Allegheny, Pa., incorporators.

**MCDONALD & BLUEFIELD.**—New line from McDonald, W. Va., south about fifty miles through Beckley, on the Glade Creek & Raleigh, to Bluefield, connecting with the Norfolk & Western. Incorporated in June, 1899. Symington McDonald, of McDonald, and John R. Smith, of Charleston, W. Va., incorporators.

**MARIETTA, PARKERSBURG & SUMMERSVILLE.**—New line in West Virginia from Williamsport south about thirty miles to Spencer, both on the Ohio River railroad. Incorporated January 3, 1900. William Welch and John R. Ryan, of Cleveland, Ohio, and Lyndard Dudley, Parkersburg, W. Va., incorporators. Mr. Ryan is president of the United States Construction Company.

**MORGANTOWN & KINGWOOD.**—New line from Morgantown, W. Va., through Delisville, Masonston, and Reedsville, to Kingwood, twenty-five miles. Incorporated January, 1899. Grading completed to Shafers, ten miles, and five miles of track laid. Section to Masonston, thirteen miles, under contract. There are 200 men and twenty teams at work. There will be no further letting of contracts until next spring. George C. Sturgis, of Morgantown, is president.

**OHIO & LITTLE KANAWHA.**—New line from Burnsville, Braxton county, W. Va., to run northwest, via Parkersburg, to Zanesville, O. Principal office is Zanesville, Ohio. Incorporated in



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West Virginia, January 5, 1900. Frank A. Durlin, J. Hope Van and H. B. Durlin, Inc., incorporators.

**OHIO RIVER & LAKE ERIE.**—Extension from Bergholz, O., southeast to Steubenville, or to Wheeling, W. Va. Surveys completed.

**PANTHER & WYOMING.**—New line from mouth of Panther creek, a tributary of Tug River, W. Va., south to a state line. Incorporated April 19, 1899. R. E. Fendleton, Welch, W. Va., an incorporator.

**LITTLE KANAWHA.**—Extension from Palestine, W. Va., east eighty-one miles to Burnsville.

**Pittsburgh, Virginia & Charleston extension from West Brownsville, Pa., south fifty-two miles, to Morgantown, W. Va., and thence to Clarksburg, W. Va. Building.**

**Whippoorwill branch of the Pittsburgh, Virginia & Charleston, tapping an extensive coal field. Track laying.**

**WHEELING.**—H. A. Douglass, of Philadelphia, representing a New York syndicate in which J. Pierpont Morgan is said to be interested, has announced that a railroad will be built south through Greene county, Pa., to reach the coal fields above Wheeling.

**PICKENS & HACKERS VALLEY.**—New line in West Virginia, from Pickens, on the West Virginia & Pittsburgh, to run west about fifteen miles to Hackers Valley. Building.

**PICKENS & MONONGAHELA.**—New line from Monongahela City, Pa., southwest via Bentleyville, about fifty miles to Wheeling, W. Va. Final surveys completed in February, 1897. J. M. Guffey, Pittsburgh, Pa., and General A. M. Dodge, New York, interested.

**POCAHONTAS, COAL RIVER & KANAWHA.**—New line from St. Albans, W. Va., on the Pittsburgh & Ohio, to run south up Coal River about twenty miles into the Pocahontas coal section. Grading began early in January. General C. C. Watts, Charleston, W. Va., is president. The Equitable Construction Company, of Chicago, contractors.

**RIVERSIDE & FAIRVIEW.**—New line from Riverside, W. Va., up Paw Paw Creek to Fair View, about fifteen miles. Incorporated January 30, 1899. J. M. Guffey, Pittsburgh, Pa., an incorporator.

**ROARING CREEK & CHARLESTON.**—Extension of eight miles.

**ROCKDALE & WEST VIRGINIA.**—New line from Gordonsville, Va., on the Chesapeake & Ohio, to run west about two hundred miles, via Elkton, Harrisonburg, and Franklin, W. Va. The section of the Chesapeake & Western between Elkton and Harrisonburg, it is stated, will form a portion of the line. Summit of the Shenandoah mountains, twenty-three miles. James S. Negley, 141 Broadway, New York, of the Richmond, Petersburg & Carolina line of the Seaboard Air Line, now building, is president.

**TUG RIVER & ELK FORK.**—New line from Welch, W. Va., southeast about twenty miles through McDowell county, to a point near the north and south fork of Tug River, and thence across the line to Pocahontas, Va. Incorporated April 20, 1899. C. L. Ritter, of Welch, and C. M. Watts, Huntington, incorporators.

**UNIONTOWN, WAYNESBURG & WEST VIRGINIA.**—New line in West Virginia, from Wheeling to Pennsylvania coke fields. The line is to run from Uniontown, Pa., west sixty-five miles, via Waynesburg, Rogersville and Brimston, to Wheeling, W. Va. Under survey. Incorporated January 1, 1900. William C. Jutte, Charles M. Buchan, and Jutte, of Pittsburgh, Pa., incorporators.

**WEST FORK & SOUTHERN.**—New line from point on the Monongahela River line of the Baltimore & Ohio, near Bartlett Station, to run up Jack River to Bartlett Sulphur Springs in the same county. Incorporated April 10, 1899. J. T. Wilcox, Parkersburg, W. Va., and J. M. Wilcox, Parkersburg, W. Va., incorporators. Principal office, Clarksburg.

**WEST VIRGINIA.**—New line from Cecil, W. Va., northeast thirty miles through Sinclair and the coal fields of the Preston Coal & Coke Company, to Rowlesburg. Incorporated January 1, 1900. Surveyed. Building was to be begun in January. John Silney, Kingwood, W. Va., general manager.

**WEST VIRGINIA & PITTSBURGH.**—Extension from Camden-on-Gauley, W. Va., south nine and one-half miles to a point near the mouth of Cherry river. Grading. J. Fucy, Weston, W. Va., contractor.

**WEST VIRGINIA & POCAHONTAS.**—New line from Welch, W. Va., south up the south fork of the Tug river, to a point at or near its head on the state line. Incorporated April, 1899. Isaac F. Mann, of Bramwell, an incorporator.

**WEST VIRGINIA & SOUTHERN.**—Extension from Boone county line of standard gauge road to Madison, W. Va., the county seat of Boone county. Sherman district has voted \$10,000 bonus.

**WEST VIRGINIA ROADS.**—J. C. Carpenter & Company, of Clarksburg, W. Va., have taken the contract, according to report, to build sixteen miles of standard gauge road to connect with the Chesapeake & Ohio, to be completed by July 1 next. Most of the contracts for grading and masonry are sublet. A New York syndicate said to be back of the project.

**New line from the mouth of Boggs's run, near Wheeling, to run east eight miles to the Pennsylvania state line. Franchise given to W. H. Schaffer and W. H. Ullum by the Marshall county court.**

**James R. Caldwell, of Keyser, W. Va., is reported to have completed a preliminary survey for a railroad from that city, on the Baltimore & Ohio, of about thirty miles via Mayville & Petersburg to Moorfield. Said to be for the United States Leather Company.**

**New line from Dry Fork railroad, to run along Red Creek to a sawmill at Jetroy owned by the Bush Company. Under survey.**

**WEST VIRGINIA SHORT LINE.**—New line from Clarksburg, W. Va., northwest sixty miles to New Martinsville on the Ohio River railroad, which is back of the project. Goetz, Rhehart & Dennis, of Richmond, Va., contractors. Being built by the Mountain State Construction Company, of West Virginia. Nearly completed. George A. Burt, Parkersburg, W. Va., president; J. V. Davies, 22 Nassau Street, New York, chief engineer.

**WHEELING & LAKE ERIE.**—Extension from Steubenville, O., north up the Ohio river to Toronto and to Empire, where a bridge will be built across the river, and the line continued along the south bank of the river to East Liverpool, thence to Pittsburgh. Right of way reported being secured.

**Grade reductions between Summit and Huron. O. Proposed maximum grade against west bound business 0.4**

per cent, against east bound trains 0.6 per cent.

**New 70-lb. rails being laid from Warrenton, O., west twenty-six miles to Jewett, and for ten miles between Clarksburg and Norfolk on the extension to Huron Junction.**

## WASHINGTON'S BIRTHDAY

Celebrated in Piliars de Tierra, Mexico, With Both Flags Raised—Dispute Arose, Resulting in Killing of Three Americans and Five Mexicans.

CHICAGO, Feb. 23.—A special to the Tribune from Guaymas, Mexico, says: On Washington's birthday a shooting affray occurred at Piliars de Tierra, in which three Americans and five Mexicans were killed. From accounts it appears a friendly feeling had existed at Piliars, and in order to do honor to the United States, it was arranged on February 22 to raise the flags of the two republics together on the flagstaff.

The Mexicans had charge of the affair, and raised the American flag above the Mexican, to the complete satisfaction of the Americans. But when the Americans showed so much appreciation of the act, the Mexicans found they had made a mistake and decided to lower and rebolst the flag, with the Mexican flag on top. Then the Americans declared such a transaction would be an insult to the United States flag.

Superintendent Danforth told the Mexicans that they would have to shoot him before they could haul down the American flag. It was held that the flags should have been hoisted properly in the first place. The Mexicans were about to mob Danforth when Charles Hogsett, who was with the rough riders in Cuba, interposed with a six shooter in each hand. Firing from both sides immediately ensued, and Hogsett was instantly killed. John Evans and Dick Rea, two other Americans, were mortally wounded. But the Americans held the flag pole and both flags floated all through the day. Five Mexicans were killed, and the dance which was to have followed was a failure, as no Mexicans attended, and there were less than half a dozen Americans in condition for dancing.

## HEAVY SNOW

Impedes Traffic on Western Roads and in Cities.

CHICAGO, Feb. 23.—Local traffic was blocked in parts of the city by the snow storm which started last night, and trains were badly delayed. The weather bureau announced to-day that the snow fall was the heaviest in years, averaging nearly seven inches in the middle western states. It was stated that the conditions gave no promise of any abatement of the storm before to-morrow.

The greatest snow fall, according to the weather map, is in Illinois, Missouri, Kansas, southern Michigan, northern Indiana, southeastern Iowa and southeastern Wisconsin. Railroads running through these states report trains from half an hour to five hours late. The C. & N. W. Kansas City train was reported five hours late at Galesburg and making progress only with the aid of snow plows. All the roads sent out their plows and phaengers during the night.

In Chicago traffic was carried on with the greatest difficulty—the streets being blocked by great drifts of snow. A mile of cable cars were tied up on the north side line for hours and in other portions of the city the blockade was so effective that many people were compelled to wade through the snow on foot to their places of business.

## VENEZUELAN PRESIDENT

Fired on Twice During the Carnival, But Escaped Injury.

CARACAS, Venezuela, Feb. 23.—During the carnival procession yesterday, a Venezuelan fired two shots at President Cripiano Castro without effect. The president was afterwards acclaimed by the populace. The city is quiet.

General Cripiano Castro became president of Venezuela in October last, as a result of the successful revolution against President Andrade, who fled from the republic. But, Castro was not recognized as president by the United States until November 20, 1899. Castro is about thirty-six years old, is well educated and is credited with being possessed of ample means. He has been a strong supporter of the liberal party.

## STERN PARENT

Shot and Killed His Daughter, Her Lover and Himself.

BLUEFIELD, W. Va., Feb. 23.—Joseph Glenn, a farmer living near here, killed his daughter and her lover and then cut his own throat last night. Glenn had forbidden Albert Marsh to call on his daughter. On returning home he found Marsh in the parlor with his daughter. He ordered Marsh to leave and upon his refusal took up a shot gun and fired at him. Ellen Glenn sprang in front of her lover and received the charge in her throat, dying instantly. The second shot killed Marsh. Glenn then killed himself.

## German Press Comments.

BERLIN, Feb. 27.—The National Zeitung attributes the surrender to the superior strategy and numbers of the British.

The Vossische Zeitung says: "General Cronje was not conquered, but had to yield to superior numbers. England has not only saved her hegemony in South Africa, but has also re-established her badly shaken prestige as a world power."

The Deutsche Nachrichten says: "The news is a message of sorrow for nearly the whole civilized world outside of England."

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Shot and Killed His Daughter, Her Lover and Himself.

BLUEFIELD, W. Va., Feb. 23.—Joseph Glenn, a farmer living near here, killed his daughter and her lover and then cut his own throat last night.

Glenn had forbidden Albert Marsh to call on his daughter. On returning home he found Marsh in the parlor